Gazette of the United States, and Philadelphia Daily Advertiser:

NUMBER 2104.] PHILADELPHIA: TUESDAY EVENING, JUNE 18, 1799. [VOLUME XV.

The price of this Gazette is Eight Dollars per annum to Subscribers residing in the city of Philadelphia. All others pay one Dollar additional, for enclosing and directing; and unless some person in this city will become answerable for the subscription, it must be paid Six Months in Advance.

FOR HAMBURGH,

The Danish Brig
AURORA,
Capt. Schlichting.

Will be ready to receive a cargo in a few days great part thereof being engaged—She will take some freight and sail in a short time, apply to
Thomas & John Ketland.
june 15 d10t

FOR ST. CROIX,

THE SCHOONER
HARRIOT,
Isaac DaCosta, master,

Now lying at Wilmington, Delaware; to sail on the 26th this month. For Passage apply to Capt. Da Costa, at Wilmington.
june 17 ¶ 3t

FOR ST. CROIX,

The Brigantine,
ARIEL,
John Criffis, master. For freight or passage, apply to
John Nixon & Co.
june 17 3aw2w

UNITED STATES } ss
Pennsylvania District, }

NOTICE is hereby given that in pursuance of a writ to me directed from the Hon. Richard Peters Esq Judge of the District Court of the United States in and for the Pennsylvania District will be exposed to public Sale at Penrose's Wharf on Wednesday the 19th day of June (instant) at ten o'clock in the forenoon.

The ship or vessel
CALLED THE
ELIZA.

With all and singular her guns, Tackle, apparel, and Furniture and the cargo found on board the same consisting of one Trunk Umbrellas, two hundred and forty-three cases of Claret, sixteen boxes and seven bales of German Linens, ninety-six barrels of Rice, nine bales of German Linens, one box of white Sheeting, two boxes Glass Ware, three bales of Glue, one cask of Camphire, six boxes Glass Ware, one cask of Lamps, five cases Mahogany Furniture, six packages Mahogany chairs, four close stool chairs, Eleven barrels of Rice, one box of Checks, one box brown Holland, thirty barrels Rice, two boxes Glass Ware, one box Quills, two boxes platillas, two bales of Flemish Linen, one box of German Linen, one box of Stripes, one box of thread, two bales of German Linen, one Trunk of Sundries, three boxes of Sundries fifteen bundles of printing paper, twenty four bbls. Rice, forty boxes of Soap, one box platillas fifty windsor chairs, twenty five half and one hundred and twelve barrels Rice, Eight boxes and four bales Linens, two boxes and one bundle sundries, one case of Looking Glasses, One copper Kettle and two Dutch Ovens.

Also to be sold at same wharf on Wednesday the 12th inst at ten o'clock in the forenoon, six hundred Barrels of Flour, seven casks of Hams, one hundred kegs of Raisins, one large and seven small boxes of Cinnamon water, twenty-five kegs of Raisins, twenty Kegs of Figs and eight boxes of Manna, Recaptured from a certain French armed vessel called La Telemaque the same having been libelled against, prosecuted and condemned at the suit of Thomas Tingey Esq. commander of the public armed ship Ganges, in behalf of himself and the other officers and the crew thereof for Salvage.

William Nichols, marshal.
Marshal's Office, 8th June, '99.
N. B. The inventory of the ship may be seen at my office.

Just Received,

By the late arrivals from London and Hamburg, and for sale by the Subscribers,
89 tons best St. Petersburgh Hemp
599 pieces English Sailcloth
2 trunks, containing
Sattins
Ribbons
Silk Handkerchiefs
Persian and Gauze
3 cases fashionable Ladies' Hats, &c.
10 casks Bristles
8 bales Ticklenburgs, and
A few packages of
Dowlas
Creas a la Morlaix
Checks and Stripes
Bretagnes
25 Hhds Bourdeaux Brandy
10 pipes Spanish do
40 Hhds Bourdeaux Claret.
Erick & Lewis Bollmann.
No. 100 Spruce-street.
april 27. dtf

FOR SALE,
A Handsome New House,
Within 5 miles of the city.

TWO stories high, together with a grass lot, it is in a very good situation for business—the terms will be made very convenient to the purchaser—Enquire of the printer.
may 28 §

FOR SALE,
That beautiful and healthy Farm called
SUNBURY,

ON Neshaminy creek, one mile from the bridge and three miles from Bristol. It contains 232 acres, 73 of which are good woodland, a proportion of meadow on which was cut 50 tons good hay last year; there is every conveniency on this farm for a gentleman or a farmer; the orchard contains all sorts of grafted fruit of the best kind; it is so well known that further description is thought unnecessary—If it is not sold at private sale before the 20th instant, it will, on that day, be sold at the Coffee House. For terms apply to NICKLIN & GRIFFITH,
Attornies in fact for
WALTER SIMS.
june 4. dt20th inst.

WILLIAM BONNAR

INFORMS the public that business of importance calling him to Europe, he is obliged to decline his trade in Market street.

ALL PERSONS indebted to him, and those to whom he is indebted, will please to apply to Mr. *George Dobson*, no. 92, Market street, for the settlement of their respective accounts, who is duly empowered for that purpose.
June 3

ROSS & SIMSON,
HAVE FOR SALE,
300 pieces 1st and 2d quality Russia Duck
100 pieces Ravens Duck (superior)
Boston Beef in Barrels,
A few bales Bengal { COSSAS / HUMHUMS.
1100 bushels St Martins Salt.
april 11 §

Now Landing from the ship Delaware, from Canton and for sale by the Subscribers.
Hyson, } TEAS.
Hyson Skin,
Young Hyson, &
Souchong,
Canton and Garden Fans,
China Ware, assorted.
Umbrellas 13 to 30 inches,
Silk Handkerchiefs,
Hair Ribbons and Sewing Silks.
They have also remaining on Hand
Black Persians, Choppa and Pulbeat Romalls,
And a general assortment of Dry Goods as usual.
Thomas & Joshua Fisher.
4th mo 26 §

The subscribers have on hand, and for sale at reduced prices, the following articles, viz.
Seventy Pipes London Particular Madeira Wine,
the vintage of '96, since when they have lain in a store well adapted to their improvement;
25 Chests of Young Hyson Tea;
An Invoice of well-assorted China—original cost between 8 and 900 dolls. in Canton.
HIGBEE & MILNOR.
march 21.

Freight to be had.
THE Subscribers have 3000 bushels of SALT to ship to the Havanna or New-Orleans—Any person who will take it at a moderate freight will please apply at No. 95, North Water-street, to
PRATT & KINTZING.

Who have for Sale, 70 tons Hemp, 14 pipes choice Old Port Wine, Claret, Roll Brimstone, Havanna Segars, Demyjohns, Window Glass, Glue, Ticklenburghs and Oznabrigs, Checks, Stripes, &c. &c.
may 20 m & f 3w

TO BE SOLD,
An Invoice of Woollens,
CONSISTING of Coarse and Fine Cloths,—principally Dark Blue, and printed Cassimeres —Apply to
Owen & Jonathan Jones,
No. 152 Market-street.
april 29 §

TO BE LET
FOR FIVE MONTHS OR LONGER,
A GENTEEL convenient three story BRICK HOUSE situate in Eighth between Market and Arch streets; has lately been papered and painted. Enquire at No. 110, south Second street.
N B. A convenient Cellar to let.
june 8 §

MAIL COACHEES

Between PHILADELPHIA and BALTIMORE,

LEAVE Philadelphia every day, (Sunday excepted) at 8 o'clock, A M. arrive at Baltimore the next day, by 11 o'clock, A. M.

Returning.

Leave Baltimore every day, (Sunday excepted) at 4 o'clock, A. M. and arrive at Philadelphia the next day, by 9 o'clock, A. M.

Between NEW-YORK and PHILADELPHIA.

Leave Philadelphia every day (Sunday excepted) at 12 o'clock at noon, arrive at New-York the next morning, by 8 o'clock.

Returning.

Leave New-York every day (Sunday excepted) at one o'clock, P. M. and arrive at Philadelphia the next morning, by 7 o'clock.

Seats in the Mail Coaches to be taken in
New-York,
At Butman's Office, No. 5, Cortland-street.
In Philadelphia.
At Francis' Hotel, No. 13, south Fourth-street, and at the Franklin Inn, No. 59, north Second street.
In Baltimore.
At Evans' Tavern.

Fare for Passengers, 8 Dollars from Philadelphia to New-York, and 8 Dollars from Philadelphia to Baltimore.

All baggage over 14lb. weight, is carried at 5 cents per pound.

The Proprietors are not responsible for Baggage. LEVI PEASE,
Agent for the Public Line, from Philadelphia to Baltimore.
WARD, BROADHURST, JONES & Co.
Proprietors of the Mail Line, from Philadelphia to New-York.
General Post-Office, }
May 1. } 6

NOTICE.

THE partnership of Joshua B. Bond, and John Brooks, trading under the firm of Bond & Brooks, is this day dissolved by mutual consent, all persons indebted to them, are requested to make immediate payment to Joshua B. Bond, and those having demands to present their accounts to him for settlement,
Joshua B. Bond.
John Brooks.
april 1 §

The creditors of the subscriber,
ARE requested to take notice that he has applied to the court of common pleas, for the county of Berks, to extend to him the benefit of an act of the legislature of this state, passed the 4th of April, 1798, for the benefit of insolvent debtors, and the said court have appointed the 1st Monday in August next, to hear him and his creditors at the court house in the borough of Reading, in the county of Berks. JOHN MORROW.
Reading, May 18 (21) d6w

Old French Brandy in large and small cases
100 boxes 7 by 9 & 8 by 10 Window Glass
20 chest pint & half pint Tumblers, assorted
226 whole & 6 half-tierces Rice,
FOR SALE BY
Gurney & Smith.
may 1, 1799 §

NEILL & SMITH,
No. 89 MARKET STREET,
Have Received by the Ship Stockport from Liverpool
A GENERAL ASSORTMENT OF
DRY GOODS,
Suitable to the present season, which they will dispose of on moderate terms for Cash or the Customary Credit.
June 13 d2w

Lost or Mislaid,
A CERTIFICATE of one share of the Bank of the United States bearing date 1st January 1793, in the name of Joseph Thornburgh, No. 5138, for the renewal of which application hath been made at said Bank, and all persons concerned are desired to take notice thereof.
ROBERT DENISON, Junr.
Philadelphia, june 11. d3m

UNSEATED LANDS.

THE owners of Unseated lands in FAYETTE COUNTY (Penn.) are hereby notified, that unless the taxes due on said lands for the years 1796, 1797 and 1798, are paid into the hands of General Ephraim Douglass, County Treasurer, on or before Thursday the 19th day of September next, they will be advertised for sale as the law directs.

Caleb Mounts,
James Allen, } County Commis'rs
John Fulton,
Union Town, June 3, '99 (14) d3m

To Bricklayers and Masons.

Proposals will be received for executing the rough stone work, and laying the Bricks of an Engine house in Center Square according to plans to be delivered to the Contractor, and under the direction of the Engineer of the city. The Brickwork will consist of plain straight wall plain and groined arches and backing to stone work. The drawings may be viewed by application at the office of the City, in Center Square where every information on the subject will be given and seperate prices may be offered for each particular species of Brick work—All materials, scaffolding, Centering rope, planks and boards will be found by the City—The Contractor is to provide all labourers and workmen, hods and working tools, and to erect and take down the scaffolding——Proposals to be delivered to B. H. Latrobe, at his office in Center Square, before the 20th of the present month.
June 11 dt20.

Valuable Lands for Sale.

ON Tuesday the 20th of August next, I shall expose to public sale, at the town of New-Market, in Dorchester county, all that valuable tract or parcel of land commonly called the Choptank Indian Lands, situated on the south side and binding on the Choptank river several miles, supposed to contain about six thousand acres, to be divided into lots to contain from 100 to 500 acres each: The terms of sale as follow, viz. Purchasers to give bond immediately after the sale with approved security, conditioned for the payment of the purchase money, with interest from the day of sale, in four equal annual instalments, agreeably to an act, entitled, "An act appointing commissioners to contract for and purchase the lands commonly called the Choptank Indian Lands in Dorchester county, and for appropriating the same to the use of this state, and to repeal the act of assembly therein mentioned;" passed at November session, 1798.
WM. MARBURY, Agent
for the state of Maryland.
april 19. d3m

Lost or Mislaid,
A CERTIFICATE of one share of the Bank of the United States, No. 4933. in the name of Julia Wadsworth Knox, and for which, application is made at the Bank of the United States for the renewal of said certificate; and all persons concerned are desired to take notice. CLEMENT BIDDLE.
may 23 d3m

NOTICE.

THE Gentlemen composing the Committee of Chester County appointed for the purpose of promoting the Election of JAMES ROSS Esq. of Pittsburgh for Governor of the State of Pennsylvani, and such other Gentlemen of said County who are willing to support the Election of Mr. Ross, are *particularly requested* to meet at West Chester on Tuesday the 13 of June 1799.
WILLIAM GIBBONS,
Corresponding member of the Committee of Chester County.
West-Chester, may 24th, June 8 dt18

NOTICE.

THE Following certificates of shares of the stock of the Bank of the United States have been lost or destroyed at sea, *to wit* 13 shares in the name of Peter Blight, of which 5 shares No 4185. 5 shares No 4186. and 3 shares No 4187, and 6 shares in the name of John Barker Church, No 2058. which were forwarded by the Countess of Leicester packet from Falmouth for New-York—and ten shares of said stock in the name of Stadnitski & Son, of Amsterdam, No 1796. which were forwarded by the Packet from Falmouth for New-York in November 1794; and for the renewal of which application is made at the said Bank, and all persons concerned are desired to take notice.
CLEMENT BIDDLE.
march 12 d3m

Notice.
A CERTIFICATE of one share of Bank of United States, stock standing in the name of DUGAS DE VALLON, having been lost or mislaid, application is made at the said Bank for renewal of the same; all persons concerned are desired to take notice.
Abraham Van Beuren.
march 20. d3m

BOARDING.
A few Young Men can be accommodated with Genteel Board on reasonable terms, at No. 8 Cherry Alley—the situation is pleasant and healthy.
may 25. dtf

PROPOSALS,
For carrying the Mails of the
UNITED STATES,
On the following Post-Roads,

WILL be received at the General Post-Office in Philadelphia, until the 12th day of August next, inclusive.

IN MAINE.

1. Scoodic by Machias, Chandler's river, Columbia and Narraguagus to Goldsboro', once a week, estimated eighty eight miles.

From April 15th to October 15th—Leave Scoodic every Saturday at 1 P. M. and arrive at Goldsboro' the next Tuesday by 6 P. M. *Returning*, Leave Goldsboro' every Wednesday at 5 A. M. and arrive at Scoodic on Saturday by 10 A. M.

From October 15, to April 15—Leave Scoodic every Sunday at 2 P. M. and arrive at Goulds-boro' on Wednesday by 6 P. M. *Returning*—Leave Goulds-boro' every Thursday at 6 A. M. and arrive at Scoodic on Sunday at 10 A. M.

2. From Goulds-boro' by Sullivan, Treaton, Blue Hill, Cassine, Buckston, Prospect and Belfast to Ducktrap, once a week; estimated eighty five miles.

From *April 15, to October 15*—Leave Goulds-boro' every Wednesday, at 5 A. M and arrive at Ducktrap on Saturday by 10 A. M. *Returning*—Leave Ducktrap every Saturday at 2 P. M. and arrive at Goulds-boro' the next Tuesday by 6 P. M.

From *October 15 to April 15*—Leave Goulds-boro' every Thursday at 6 A. M. and arrive at Ducktrap on Sunday by 10 A. M. *Returning*, Leave Ducktrap every Sunday at 2 P. M. and arrive at Goulds-boro' on Wednesday by 6 P. M.

3. From Machias to Passamaquoddy, once in two weeks.

Leave Machias every other Friday noon and arrive at Passamaquoddy on Saturday at 10 A. M. *Returning*—Leave Passamaquoddy every other Saturday at 2 P. M. and arrive at Machias on Sunday noon.

From October 15 to April 15—Leave Machias every other Saturday noon and arrive at Passamaquoddy on Sunday at 10 A. M. Returning—Leave Passamaquoddy every other Sunday at 2 P. M. and arrive at Machias on Monday at 2 P. M.

4. From Augusta by Readfield and Chester to Farmington, once in two weeks.

Leave Augusta every other Wednesday at 8 A. M. and arrive at Farmington on Thursday at 10 A. M. *Returning*—Leave Farmington every other Monday at 2 P M. and arrive at Hallowell on Tuesday by 6 P. M.

IN VERMONT.

5. From Windsor, by Royalton, Randolph, Williamston and Montpelier to Burlington, once in two weeks.

Leave Windsor every other Thursday by 6 A. M. and arrive at Burlington on Saturday by 4 P. M. *Returning*—Leave Burlington every other Monday by 6 A. M. and arrive at Windsor on Wednesday by 4 P. M.

IN NEW-YORK.

6. From Windsor to Newbury, once a week. Leave Fishkill every Friday at 4½ o'clock, P. M. and arrive at Newbury by 6, P. M *Returning*—Leave Newbury every Friday at 2, P. M. and arrive at Fishkill at 4, P. M.

7. From Canandaigua by Hartford to Niagara once in two weeks.

Leave Canandaigua every other Monday, at 8 A. M. and arrive at Niagara the next Thursday by 9 A. M. *Returning*—Leave Niagara every other Thursday at 3 P. M. and arrive at Canandaigua on Sunday by 6 P. M.

IN PENNSYLVANIA.

8. From Lewisburg by Mifflinburgh, Aaronsburg, Milesburg, Bellefort and Centre Furnace to Alexandria once a week.

Leave Lewisburg every Tuesday at 2 P. M. and arrive at Alexandria on Friday by 3 P. M. *Returning*—Leave Alexandria every Saturday at 8 A. M. and arrive at Lewisburg the next Tuesday by 10 A. M.

9. From Harrisburg by Clark's ferry, Millerstown, Thompsontown, Mifflintown, Lewistown, Culbertson's mills and Huntingdon to Alexandria, once a week.

May 15 to October 15—Leave Harrisburg every Sunday at 6 A. M. and arrive at Alexandria the next Tuesday by 7 P. M. *Returning*—Leave Alexandria every Thursday at 6 A. M. and arrive at Harrisburg on Saturday at 4 P. M.

From *October 15 to May 15*—Leave Harrisburg every Monday at 6 A. M. and arrive at Alexandria on Wednesday by 7 P. M. *Returning*—Leave Alexandria every Friday at 6 A. M. and arrive at Harrisburg on Sunday by 4 P. M.

IN VIRGINIA.

10. From Morgantown by Petty John to Clarksburgh, once in two weeks. Leave Morgantown every other Monday at 5 A. M. and arrive at Clarksburg by 5 P. M. *Returning*. Leave Clarksburg every other Tuesday by 8 A. M. and arrive at Morgantown by 7 P. M.

11. From Petersburg by Sussex c. h. and Southampton c. h. to South Quay, once every month.

Leave Petersburg the first Tuesday in each month by noon, and arrive at South Quay on Wednesday by 7 P. M. *Returning*—Leave South Quay, the first Thursday in each month by 8 A. M. and arrive at Petersburg on [illegible] by 7 P. M.

IN VIRGINIA AND NORTH CAROLINA.

12. From Norfolk by Kempsville, [illegible] Bridge, New Lebanon and Jonesboro' to Elizabeth city, once in two weeks.

Leave Norfolk every other Wednesday by 2 P. M. and arrive at Elizabeth city on [illegible] by 10 A. M. *Returning*. Leave Elizabeth city every other Monday at noon and arrive at [illegible] Wednesday by 10 A. M.

13. From Suffolk by [illegible] Courthouse boro' once in two weeks.

Leave Suffolk every other Tuesday at 6 A. M. and arrive at Murfreesboro' by [illegible] *Returning*. Leave Murfreesboro every Wednesday at [illegible] A. M. and arrive at Suffolk by 6 P. M.

14. From Wythe court house, by Austinville, Grayson court house, Flower Gap and Bethania to Salem once in two weeks.

Leave Wythe court house every other Tuesday by 6 A. M. and arrive at Salem the next Thursday by 6 P. M. *Returning*. Leave Salem every other Saturday by 6 A. M. and arrive at Wythe c. h. the next Monday by 6 P. M.

IN KENTUCKEY AND TENNESSEE.

15. From Moffats in Tenneffee by Col Orrs, Powell's Valley, Cumberland Gap and Stamford to Danville, once a week.

Leave Moffats every Friday at 2 P M. and arrive at Danville the next Monday by 7 P. M. *Returning*. Leave Danville every Tuesday by 5 A. M. and arrive at Moffats the next Friday by 10 A M.

16. From Knoxville by South West Point, and Craig fort to Nashville once in two weeks.

Leave Knoxville every other Monday at 5 A. M. and arrive at Nashville the next Saturday by 7 P. M. *Returning*. Leave Nashville every other Monday at 5 A. M. and arrive at Knoxville the next Saturday by 7 P. M.

Note 1. The Post Master General may alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expence that may be occasioned thereby.

Note 2. Half an hour shall be allowed for opening and closing the Mail at all Offices where no particular time is specified.

Note 3. For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor shall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails destined for such depending Mail, lose a trip, an additional forfeiture of five dollars shall be incurred

Note 4. Newspapers as well as Letters are to be sent in the Mails; and if any person making proposals, desires to carry Newspapers other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument and for what sum without that emolument.

Note 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alterations desired, and the difference they will make in the terms of his contract.

Note 6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of January, April, July, and October.

Note 7. The contracts for the routes Numbered 1 to 9, are to be in operation on the 1st day of October next, and are to continue in force until the 1st Oct. 1801. Contracts for the routes Numbered 10 to 16 are also to be in operation on the 1st day of October next and are to continue in force until the 1st of April 1801.

JOSEPH HABERSHAM.
Post-master General.
General Post Office, } [14]
Phila. June 10. 1799 } d1w af.e013A

Notice is hereby given,

THAT application will be made to the Treasury of the United States, for the renewal of the following Certificates of six per cent. and Deferred funded Stock, standing in the following names, the property of JOHN CLARKE, Esq. of Yorkshire, in England; the said Certificates having been lost on board the Swallow Packet, captain Kidd, from Falmouth to New-York.

Dols.	*Cts.*	*No.*	
5000		12731	dated March 7th, 1795, Register Certificate in favor of John and Francis Baring & Co. London.
3621	66	15070	do. March 17th, 1797, do. in favor Braunsberg Kluppel Faesch & Co of Amsterdam
413	21	14823	do. Dec. 3d, 1796, do. in favor of F. L. Braunsberg of Amsterdam
267	89	3536	do. March 15th, '96, do. in favor do do
898	36	14235	do. May 17th, '96, in favor of do do
387	37	14678	do. Sept. 9th, '96, in favor of do do
3367	5	13242	do, May 27th, '95, in favor of Frederick Lodewyk Braunsberg of Amsterdam
2711	8	3249	do. August 28th, '95, in favor of do do
2131	47	3305	do. July 23d, '95, in favor of do do
342	0	13860	do. Dec. 10th, '95, in favor of do do
298	22	3316	do. Aug. 28th, '95, in favor of do do
4000	0	13793	do. Nov. 16th, '95, in favor of John and Francis Baring & Co London.
1500	0	13237	do. May 27th, '95, in favor of do do
1600	0	13798	do. Nov. 16th, '95, in favor of do do
9376	66	11963	do. Apr. 24th, '97, Commissioner of Loans of New-York, in favor Jonathan Beare of London

Dols.	*Cts.*	*No.*	
36,014	97		6 per cent stock,
7997	93	1143	do. Mar. 2d, '93, Register Certificate to Herman Katencamp of Great Britain.
7000	0	5757	do. do do do do to do of do
1000	0	5883	do. Mar. 18th, '93, do to do of do
1500	0	1176	do. do do do do to do of do
12000	0	900	do. Oct. 9th, '92, do to John Warder & Co of London
700	43	952	do, Oct. 26th, '92, do to do of do
10783	33	6076	do. May 13th, '93, do to Stadnitski & Son of Amsterdam
5000	0	6366	do. Aug. 6th, '93, do to Nicholas Van Staphorst of Amsterdam.
5000	0	6367	do. do do do do to do of do
8352	0	2868	do. May 16th, '95, Commissioner of Loans at New-York to Henry M. Bird of London,
4000	0	1717	do. Nov. 2d, '92, do to Philip Sansom of London
3618	69	1718	do. do do do do to do of do
2634	0	3968	do, Nov. 3d, '92, do to do of do
5000	0	1724	do. Nov. 6th, '92, do to do of do
24587	30		Deferred 6 per cent Stock.

WILLING'S & FRANCIS.
may 25 d3m

Notice is hereby given,

THAT application will be made to the Treasury of the United States for the renewal of the following certificates of 6 per cent funded Stock the said certificates having been lost on board the Swallow Packet, captain Kidd, from Falmouth to New-York:

No. 3072, Signed Joseph Nourse, in favor of Samuel and Henry Waddington, dated February 12, 1795, for dollars 2000

No. 2964, Signed Joseph Nourse, to William & Jan Willink, and Nicholas & Jacob Van Staphorst & Hubbard, agents for the United States at Amsterdam, dated January 31st, 1795 for 5000 dollars.

WILLING'S & FRANCIS.
may 25 d3m

By this Day's Mail.

NEW-YORK, June 17.

We lament, sincerely, the loss of the Ontario.

REMARKS

From the Log-Book respecting the loss of the ship ONTARIO, on the 4th Jan. 1799, as written by Mr. COWMAN, *the first officer of the ship.*

At day-light made Sooratoo, bearing about E by S. At 6 A M. squally with heavy rain from the N. At 8 A M, extremes of Sooratoo bore from E N E, to N E ½ E, distant 8 or 9 leagues—three small islands from the N. of ditto, from N E ½ E, to N E by N. At 10 AM. course S E ½ S, squally from the N W qr. clued up the fore and main top-gallant sails—Capt. Whetten and the starboard watch upon deck attending sails squalls more moderate, ship going at the rate of 5½ or 6 miles per hour, when she unfortunately struck upon a reef of coral rocks, at ½ past 10 A M—the sails being full, were immediately clued up; the ship then came too and brot the wind abaft the beam; the sails were immediately laid aback, and the main and mizen top-sails sheeted home and hoisted, in hopes of backing her off, as the reef appeared to be steep: the ship during this time surging very heavy, and sallying over to leeward; looking over her side, saw a quantity of sheathing broke into shivers rising from the after part of her fore-chains; immediately upon finding ourselves ashore, the wasse guns were fired, and ensign hoisted union down, but which was instantly blown away, the wind having by this time very much increased, and an English jack was hoisted in its place, in order to give the Swift timely notice of our situation and her own danger, as she was then standing directly towards us; we likewise sent some of the people aloft in the rigging to wave to her, in order that she might haul her wind athwart our stern, but they were unnoticed. After laying aback our sails and the ship not being loosened by them, a gang of hands were sent to both pumps, and a gang to clear and get out the boats; the jolly boat being hoisted out, 4 men were sent away towards the Swift to inform them of their danger, as she still edged towards us—and they were likewise ordered to go round our stern in order to sound and make remarks on their passage to the Swift— Immediately after, the pinnace being hoisted out and manned, capt. Whetten ordered the chief mate to pull up directly to the Swift and inform them of our situation and their own danger, and to make remarks both going and coming, as we could not see the extent of the reef, the wind blowing hard and a heavy rough sea. It was now 11 A M, the carpenters and a number of hands had been employed sounding and working both pumps from the first—when he first sounded she had but 13 inches of water in the well; he continued sounding as fast as he could, and found her to increase 2 inches each time, so that at 11, when the 1st mate left the ship she had 4 feet 6 inches in the well. (Remarks from 11 until noon)—Put off in the pinnace and pulled round the bow, found the reef, to run 8 or 10 fathoms upon the weather bow; on our passage to the Swift, we overtook the jolly-boat, which I sent back to the ship, with orders to take a small sweep around the Ontario's stern, in order to sound and discover how far the reef extended in that direction—pulled under the Swift's lee and informed them of the Ontario's misfortune and her situation, when I left her—and found that the reef ran in a S E direction farther then we had yet been able to discover; in consequence of which she anchored and hoisted out her cutter. I pulled down towards the Ontario, and took a sweep of at least 2 cables length ahead, and fell in with the reef about one point on the lee bow, her head being then S S E—pulled on board along the weather side of the reef, and could now for the first time see the sea break upon several pointed rocks, but so very small as not without great difficulty to be distinguished from the tops of common seas—got on board about noon: Capt. Whetten and the people on board during my absence had hoisted out the long-boat, and had cleared the decks of lumber, &c. At noon the people were employed in putting in the boat some water, provisions and fire-arms, and the most useful part of their cloathing; as we did not entertain the most distant idea of saving the ship, she having then 7 ft. 10 in. water in her hold—the gun-room and cabin deck being much risen, and the ship continuing to surge very heavily to leeward: fresh wind from the N W, with a dark greasy horizon, and the water ebbing fast by the reef. About 5 minutes past noon, capt. Whetten ordered the chief mate to take six hands in the pinnace, and to pull up to the Swift, which lay at anchor about two miles, and inform capt. White, that he (capt. Whetten) intended to stay in the Ontario until he saw the long boat put off from the wreck with the people, As it was impossible to pull the long boat up to windward, there was no other alternative than running directly thro the narrowest part of the reef to leeward, in order to avoid the pointed rocks which the falling water had by this time left level with its surface, and which must neceessarily be attended with the most imminent danger—he therefore sent by me a request to capt. White to get under way and pass round the south end of the reef, as near as he could with safety, we having not yet ascertained exactly its extent. The surgeon and supercargo accompanied me, and we reached the Swift about 1 P. M. I informed capt. White of capt. Wetten's resolutions and wishes, upon which he began immediataly to have up and to get under way, but a short chopping sea and a fresh gale with a current to the S. E. of at least one mile per hour, caused us to get in the cable very slowly.— At 2 P. M. the Swift began to drive altho' she had upwards of forty fathoms of cable then out. I then (i.e. chief mate) took six hands in capt. White's pinnace, and pulled away towards the south end of the reef in order to sound if possible to discover its extent—a signal having been agreed on in case of my falling in with the reef, as the Swift was to follow the track of the pinnace to go to leeward of the wreck. Not meeting with it in passing round under its lee—and the Swift driving very fast to leeward, not having her anchor up, I pulled up towards the Ontario.

About three P. M. saw the Ontario's long boat put off from the wreck, and pass thro the reef—the Swift having by this time got sufficiently to leeward distant from the wreck about 5½ or 6 miles, expecting to find capt. Whetten and all hands in the long boat, we pulled across towards her and spoke them—they informed me that capt. Whetten had remained on board, with the jolly boat and two of his men. The long boat had on board the officers and 27 men, and her masts and small spars towing in a raft astern in order to prevent her from overturning, she was then scudding before the wind and a heavy swell, under a sail formed of one of the Ontario's royals. About ½ after 3 P M saw the jolly boat put off and run down towards the Swift—spoke her to leeward of the reef, about ½ mile. After speaking with the capt. in the jolly boat, I pulled up to wreck to save some of my cloathes if possible. When the long boat left the ship she had in her well 11 feet 6 inches of water—when capt. Whetten left her, she had 14 feet 7 inches in the hold and three streaks heel to winward. From noon until 3 P M they had been employed on board handing the sails, to ease her masts, and thus prevent them from going overboard and staving the long boat along side. They also cut away the tiller, and hoisted up the rudder to the upper deck, in order to get up some bread, the water being above the gun-room deck, and likewise over the main hatches betwixt decks.

The long boat was unable to bring away any weighty things, as she had to pass through the most shallow part of the reef. I reached the ship about 4 P. M. and found her much in the same state as when captain Whetten left her, excepting that she had more heel to windward. I was on board near half an hour, and during that time she had near two streaks more heel to windward, so that when I came away she heeled at least six streaks—having her starboard quarter gallery in the water. From the time I had been absent from the ship, the water had fallen at least 5 feet by the reef, and still continued to fall when I came away from her. A rock which lay about three fathoms from our larboard gallery, was frequently dry for the space of a minute, its top did not exceed two feet in diameter, but increased towards its base, so that it, as well as the rest which were to be seen, very nearly resembled a sugar loaf or cone in shape. The reef abounded with rocks of the above description, with their tops awash, while the bed of the reef was one fathom or 1½ under water. The extreme length of the reef from the examination and observations which we could make, does not exceed two cable's length, running S E by S and N W by N, the breadth about one cable's length.

When the Ontario was laying on the N W part of the reef, the following bearings were taken, viz.

N W part of Quoine Island bore N,

E part of Sooratoo island bore N N E 7 or 8 leagues,

Carimata was open with the E part of Sooratoo about one quarter of a point.

E part of Quoine island just joining with the W part of Suratoo.

At ½ past 4 P M, the long boat reached the ship Swift in safety.

At half past 5, capt Whetten got on board the Swift, from which he took the following bearings, viz,

Ontario's wreck bore N W half N, distant about 7 miles.

W part of Quoine island N half W.

E part of Sooratoo, N by E half E.

Centre of Carimata's high land N N E.

Distance of the ship Swill from Sooratoo 8 or 9 leagues.

I arrived on board the Swift, in her boat, about 20 minutes past 6 P M, distance between her and the Ontario's wreck, about 8 or 9 miles.

Further remarks by the Surgeon,

The above remarks are taken from the Ontario's log book, as written by the chief mate, which was saved in the boat, which observations I believe to be as accurate as circumstances would permit, the severity of the wind [illegible] obstacle to all our exertions [illegible] any part of the cargo [illegible] remarks for the benefit of those who may hereafter go thro' those straits they got in all probability has never been [illegible] or laid down in any charts of these seas, at which has at length been most unfortunately discovered by capt. John Whetten.

[illegible] arrived from Nova Scotia, Thomas [illegible] Esq. his Britannic Majesty's Consul General for the Eastern States of America.

A letter from Alicant says, "The proceeds of a cargo of fish were lately stopped here, under pretence that a discovery was made that the fish were English caught. Through the exertions of the American minister at Madrid, however the property was released."

CHARLESTON, June 7.

THE JOHN ADAMS.

Will be completely coppered and have her standing masts and rigging fixed, before she is brought down from Mr. Paul Pritchard's ship yard—The guns and warlike stores of the frigate arrived in the ship South-Carolina, capt. Garman, from Philadelphia. Mr. Pritchard, the master builder, is entitled to and receives great praise for the beauty and excellency of his workmanship, and the faithfulness and attention with which it has been executed.

The United States brig General Pinckney, Samuel Hayward, esq. commander, and Revenue Cutter (brig) South-Carolina, James Payne, esq. commander, yesterday fired each a federal salute, in compliment to the successful launch of the frigate JOHN ADAMS. They were dressed with various colors throughout the day. The American ensign and pendants were displayed at their main-topmasts and their flag staffs; the English colors at their fore-topmasts, and the French *tricolor* under the spritsail yards.

They were visited by his excellency the Governor, Gen. Pinckney, Brig. Gen. Washington, &c.

It is said that the report extracted from a Philadelphia paper, stating that new instructions, had been given to the ships of war of the United States, tending to suspend hostilities with French armed ships, is totally without foundation.

The Gazette.

PHILADELPHIA,

TUESDAY EVENING, *JUNE* 18.

Duane the editor of the Aurora, by way of insinuating a lesson to the jacobins within our country states, that the United Irishmen in Ireland, notwithstanding they have been disappointed, in the expected succor from the French, still retain their *loyalty* and *gratitude to, and dependence on the Great Nation.* On this fact we might have safely relied, coming as it does from an *United Irishman.* It is however confirmed by the following remark, in the late report of the secret committee, of the British House of Commons. The reporters observe: "The vigorous resistance opposed to the rebellion in Ireland, the success of the measures, which have been employed, for detecting, and defeating the designs of the conspirators here, and the general and ardent spirit of loyalty, and attachment to the laws and constitution, have hitherto counteracted the progress of the mischief, and averted impending danger; but even these circumstances by no means appear to your committee, to justify the hope, that the mischief is eradicated or the danger passed. *Their reliance on the assistance and co-operation of France, by which they expect ultimately to effect their purposes, continues undiminished.*" Can it be doubted, that the societies of *United Irishmen* in the United States, have not *been*, and *are* still *laboring* for the *downfal* of our excellent government, that their *loyalty* to *France* continues *unshaken* and *undiminished.*

With so many *instructive facts* before our eyes, who is so blind, as not to perceive the propriety of the conduct of the United Irishmen, within the United States, in their various attempts to *stifle* the *alien* and *sedition laws*, and the object of their secret and dreadful conspiracies.

The French, like the Romans, draw from war, wherewith to nourish war; they profit by *one conquest*, only to make *another conquest*; they weaken by the most *insidious arts* the nation they would *subdue*; they *cherish* among its *discontented* or *factious* subjects or citizens, the hope of a new and better form of government, which *they alone are to administer.* Having *ripened the people* for *revolution*, and the *army* for *defection*, they *declare war, over-run the country*; set up a *new form* of government *administered* by their *partizans*, the *discontented and factious*; enter into an alliance with these men, and employ all the resources of the country, to aid them in making a similar conquest of some other country. Such is the *course and system* the French pursue, to arrive at *universal dominion.* With these facts before their eyes, can the good people of the United States, like the Grecians of old to the conquests of Rome, *remain insensible* to the *progress* of *French conquests*, and the *meaning* and *object* of the *discontented* and *factious* among themselves who publish in their scandalous newspapers, their gratulations at every *kingdom or state* reduced to the *yoke* of France, knowing that it is to give new resources, and therefore shortens the eventful period, at which the people of these United States, must either yield up their *government* and *country* into the most *contaminated* hands, or defend them by a *long and bloody contest.* That *Frenchmen* within the United States should rejoice at the successes of the great nation, is *natural*; that *United Irishmen* should do so, *agreeable* to their *association* and *oath*; but it is shocking to think, that there are *Americans base enough* to join in such rejoicings.

Boston, June 11.

The underwriters have received information of the loss in the India seas, near Sumatra, of the valuable ship Ontario, of New-York, 800 tons; from Canton. There were 64,000 dollars insured on her in this town.

Gazette Marine List.

Port of Philadelphia,

ARRIVED, days

Ship Maria, Wade, Newbern 6
Orono, Choate, Liverpool 56
Brig Dorotha, Madecop, Hamburgh 70
Pennsylvania, Donahue, Hull sailed in convoy
Schr. Eagle, Woodward, Rhichmond 6
Ann, Platt, Charleston, with the Mail.
Sea Flower, Mann, Richmond
Sloop Hetty and Polly, Green, North Carolina.

CLEARED,

Brig Amiable Creole, Eldridge, Hamburgh
Arrived at the Fort.
Sloop Jefferson, Morris, St. Croix, 23
Schr. Hope, Johnson, Jamaica.

Capt. Donahue, of the Pennsylvania, informs, that he parted company with the Cork fleet 35 days since, in company with the Superb, Boyd, of and for this port, and brig William, Hurst, of and for Baltimore, and parted from them the 9th inst. in lat. 40, 1, long. 96, 10, in a gale of wind.

Brig Flora, Creswell, from hence, has arrived at Savannah, and a schr. supposed to be the George, Elerson, from this port.

Yesterday arrived in this port, the ship Orono, Choate from Liverpool—sailed with the convoy from Cork the 11th April.

Same day, the schr. Ann, Platt, 10 days from Charleston. The Mail papers of that place, to 7th inst. have been received.

The brig Greyhound, Johnson, from London, one of the Cork fleet, arrived at Charleston on the 6th inst.

The sch'r. arrived at the fort is from Jamaica.

The brig Peter, Hansen, from Hamburg, is below.

Capt. Platt, of the Ann, a few days ago, spoke a brig from New Orleans, bound to this port.

June 18.

No arrivals at the Fort.

Schr. Maria, Smith, from St. Jago de Cuba, to this port, was captured on the 24th inst. by the British frigate Maidstone, capt. Donnolby, and ordered for Kingston, Jamaica.

Portland, June 10.

Arrived sloop Dispatch captain Abiel Briggs, 43 days from Surrinam. Capt. B. has furnished the following particulars:

"Left at Surrinam April 20, in company with ship Harry, Webb, of and for Salem, 8 guns. Brig ——, Bartlet for Baltimore, 5 guns. Schr. Betsey, Moody, Portland.—Left there, brig Fanny, Algier, Providence, to sail in ten days.—Schr. ——, Samuel Wheaton, Providence, to sail in 3 days. Sloop Providence, Arnold, for New York. Brig Mehitable, Orne, for Newburyport. A New-York brig was sent in by a French privateer—not condemned, though generally supposed she would be—the governor was trying to have her cleared, being apprehensive of losing our trade, if the French were allowed to send in and condemn American property; but it cannot at present be prevented, as their papers are sent to Cayenne for trial. Markets dull and produce high. April 30, to windward and in sight of Guadaloupe and Antigua, was brot too by the U. S. brig Pickering, Edward Preble master, in company with the U. S. ship Washington, then in sight, who sent his lieut. on board, after which capt. Preble came on board himself, and informed me that three days before he had retaken a brig from New-York laden with flour and dry goods, worth 50,000 dollars, and sent her into Montserat. In lat. 17, 31. long. 61, at 12 o'clock saw a fleet of 6 sail standing for me—at 2, P. M. was brought too by a French privateer of 12 guns—sent a boat on board me, with a prize master and 3 men, took me on board the privateer, examined my papers, treated me politely, sent me on board my vessel, wishing me a good passage—then stood on with the fleet which consisted of 1 brig from Newburyport, a sloop from New-York, 1 schr. from Baltimore of 5 guns, one schr. from Philadelphia, and one schr from Surinam homeward bound, which I suppose to be capt Lemuel Moody—all of which she had taken on her passage from St. Bartholomews to Guadaloupe—the capt's. and crews, except the mates, were permitted to stay on board their own vessels. The capt. of the privateer said there were too many American cruisers among the islands, that retook his prizes. This was probably the case the next morning, as he was crouding sail to get in with the land, and was only about 70 miles from the east end of Gnadaloupe, where captain Preble and the Washington were cruising. They keep just far enough apart to see a cross from Guadaloupe to Antigua, so that I think it almost impossible for the Frenchman to get in, even without the prizes."

Boston, June 1.

From the Log Book of the Brig Harmony captain W. Marshall.

"I sailed from Cadiz, March 26, bound to Charleston; on the 2d, April, in lat. 33 N. long. 26 W. was attacked by a French privateer sloop of 6 guns, and full of men, and engaged her in a running fight for seven and an half hours, during which she attempted to board us four different times, but without success; we sustained much injury in our sails and rigging, but lost none of our crew. April 4th, was attacked by another privateer, a ship of 18 guns and 141 men, which we fought half an hour, when I had the mortification to see every gun, but one, on the side of the enemy, dismounted; and it being calm could not bring the other side to bear; in consequence of which I was obliged to surrender, very much against my will. The Harmony mounted 14 cannonades, and had 26 men. Answel Crewel was wounded in this action, and died at St. Cruz, where we were carried in, and the whole crew with myself put on shore. Being stripped of every thing, our situation became deplorable. Finding no American consul there, I applied to the French consul for provisions for the people, who granted us the allowance of a quarter dollar per day, for each man; but this scanty support was withdrawn after nine days. I then applied to Mr. Culman, our consul at Port Oratava, who arrived there the day before from Ireland, but I had not even an answer from him. I petitioned the Spanish governor in our behalf, but could draw no assistance from that quarter. The little money I had was expended; and our situation became desperate. We therefore formed a resolution to re-possess ourselves of the Harmony, as she lay moored under the mussels of the heavy guns of the Fort, though her topmasts were struck, and no provisions or water on board; in consequence of which, it was agreed that I should remain behind, and join the mate and crew, (who were to proceed to lat. 27, and 40 leagues W. of Ferro) with provisions &c. having secured a passage for that purpose. Accordingly, on Sunday the 28th of April, thirteen brave fellows embarked in the course of the day on board two American vessels then lying in the harbor, having with them all the arms I could procure, which was only two pair of pistols and one sword, the rest were armed with sticks; at 9 at night they boarded the Harmony, secured the guard without injuring them, bent the main and stay-sails, cut the cables, and made off; they got her about three leagues, when it fell calm; in the morning she was discovered, and attacked by a number of gunboats, and the poor fellows obliged to abandon once more the property which they wished to secure, and which they again fought for three quarters of an hour though furiously engaged by unequal numbers. The chief mate Mr. Livingston, and nine of the hands left the vessel just as the Spaniards boarded her, and got off; Mr. Brown, the 2d mate, the gunner, and another man, who were in a boat, towing a head, were taken prisoners; the mate and people that left the vessel kept at sea as long as they could, but being oppressed with hunger, were obliged to land, and were also taken prisoners,

WILLIAM MARSHALL.

Captain Marshall arrived in Boston, on the 9th inst. passenger on board the schooner Neptune, captain Mann.

New-York, June 17.

☞ We have the pleasure to announce the arrival of several of the Cork fleet; they came up yesterday—viz,

Ship Atlantic, captain Dean, from London
Portland, Hussey, Liverpool
Atlas, Wilson, Bristol

Captain Hussey left the convoy in lat. 39, 0, N. long. 67, W.

Passengers in the Atlantic.

Mr J Farmer,
S. S. Bruth,
William Alsea,

Captain George Dekay,

Passengers in the Atlas.

Mr. Robert Bird and family.

The brig Lydia, captain Callahan, arrived yesterday in 40 days from Lymerick, brought no papers—A passenger has favored us with the following, which he read in an English paper of the 4th or 5th of May.

Th French fleet, consisting of 25 sail, 18 of which were supposed to be of the line, sailed from Brest on the 26th April. Lord Bridport had met with, but lost sight of them in a fog, and immediately sailed for Cape Clear; his fleet consisted of 16 sail of the line, with frigates. Lord B. supposed their destination was Ireland, and had sent into Kingsmill for a reinforement of one or two ships.

The Union between England and Ireland, it was supposed, would take place.

On the 24th of May, spoke the —— sloop of war, with a convoy for Quebec, out 30 days from Spithead.

Mr Jacob Mark came passenger in the Lydia

Yesterday the United States brig Pickering, captain Preble, came up to the city. She saluted the fort on her way up, which was returned.

WILL BE SOLD,

At the Merchants' Coffee House, on Thursday Evening next, at 8 o'clock, for approved indorsed notes at 60 and 90 days,

THE SNOW

ABIGAIL,

Burthen 180 tons per register,

Now lying at the Still-house wharf

Inventory to be seen at the Auction Room, and at the Coffee-house

BENSON & YORKE, Auct'rs.

june 18 dtTh

FOR SALE,

The remarkably fast sailing coppered

SHIP

S P Y,

RICHARD WEST, master,

has ten six pounders and four swivels, small arms and ammunition, and two suits of sails.

For terms apply to

Stephen Kingston,

46 Walnut-street

N. B. If not sold before Friday next, will then be disposed of at Public Sale at 12 o'clock at the Coffee House.

june 18 d4t

St. Croix Sugar,

OF THE FIRST QUALITY,

WILL be landed To-Morrow, at South-street wharf, from on board of the brig James arrived at the Fort,

FOR SALE BY

PRAGERS & Co.

june 18 §

61 *Hhds of Richmond*

TOBACCO,

of an excellent quality,

FOR SALE BY

Peter Barker & Co.

No 148, High street

6 mo. 18 eotf

JUST ARRIVED,

In the ship Stockport, from Liverpool,

And for sale at No. 90,

The corner of Market and Third-Streets,

A PARCEL OF BEST CHESHIRE

And Double Glocester Cheese,

By the Hamper or larger Quantity at reduced prices.

JOHN FRIES.

june 17 d1w

TO LET,

A genteel three story brick house with extensive back buildings, and many conveniencies.

The proprietor would exchange rents upon a lease,

for a small farm within 9 or 10 miles of this city.

ALSO—A lot on Passyunk Road containing 10 acres, about three quarters of a mile below South-street. Enquire at the office of this Gazette.

june 17, d1ot